

LINN'S Weekly Stamp News

Published for Stamp Collectors

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COLUMBUS, OHIO, MONDAY, DECEMBER 17, 1928

Whole No. 7

December 12th Auction Gardner Collection Part III

Mecklenburg to Zululand, including rare Mexico, British West Indies and French Colonies, also large lots by countries suitable for medium collectors and dealers. Catalog free.

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Cat. No. (* Means Unused)	Cat. Price	Our Price
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115—1866, 1s brown	.30	.12
136—1895, 5c yellow	.40	.18
137—1895, 10c ultramarine	.35	.15
138—1895, 20c orange	.40	.20
146—1896, 50c carmine	.10	.05
148—1896, 2s claret	.50	.25
184—1902, 50c yellow	.06	.02
220—1920, 5c blue and black	.10	.03
222—1921, 1c olive and brown	.05	.02
Semi-Postal (Plebiscite)		
401—1925, 5c blue	.35	.14
404—1925, 2c orange	.05	.02
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D1. 4c/20c, 1f/30c, 1f16c/5c, 3f/1f	.40
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News announce this contest and solicit the co-operation of both

Collectors and Dealers

The terms and rules of the contest are brief and simple. Every collector and every dealer is eligible for entry in the contest. Prizes will be given in each group.

If you wish to participate in this contest for the full three month period beginning January 1 and ending March 31, 1929, you may do so. If you do not work through the entire period you may work through any full month or any part of the period and still be eligible for the monthly prize or for one of the final prizes in the contest.

The only requirement is that you send to us Paid subscriptions for one year. Each subscription must be paid for by the party to whom the paper is to be mailed or by some other party who may subscribe for them. Subscriptions will be accepted for more than one year to any address but these count only as one subscription. It is volume that we want, not long time subscriptions.

To collectors or dealers who wish to participate in this contest we ask that you advise us at once as to how many

subscription blanks you can and will distribute, either in person or in your mail up to the end of March, 1929. We will print and send prepaid to you such number of blanks as you will agree to distribute. All blanks will bear your name and address so that we may know to whom to credit the subscription when it comes to our office.

Each subscription received will count as one point, the collector or dealer having the greatest number of points to his credit at the end of January, February and March, will be adjudged winner in his group. The one having the largest number at the end of the three month period will be adjudged winner of the grand prize at the end of the contest.

Collectors and dealers must enter the contest under their proper group. Advise us under which group you are to be entered when applying for blanks. Should we discover that you have applied for entry under the wrong group we will cancel your credits and disbar you from the prizes.

Send for circular giving complete details and list of prizes.

Linn's Weekly Stamp News, Columbus, O.

Classified Advertisements

One Cent Per Word. Cash with Copy. Minimum 20 words. 600 words to be used not less than 20 words each consecutive week for \$5.00. Cash in advance. Initials, abbreviations and numbers count as words.

AIR MAIL

Indianapolis Air Mail Day, Oct. 25, 1928. Special cachet .40 cts. each. Stamps or coins. Floyd Shockley, 214 So. Arsenal Ave., Indianapolis, Indiana. (8)

August 1st covers, 7 different for \$1.00. Covers from Great Falls, Mont., signed by Pilot \$2.50 each. E. M. Seneca, Jr., Box 363, University, Virginia.

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Boys!! Something different. Try my approvals with new premium plan. You'll be surprised. Russell V. Carr, Camden Station, Minneapolis, Minn. (9)

Wholesale supply to retailers. United States, British, North America, excellent British Colonials and others. On receipt of \$50.00 Sterling Draft, desired lots will be promptly submitted. Charles King, Wincanton, England. (tf)

Stamps on approval at 50%. Fine assortment. S. L. Futer, 431 N. 41st St., Philadelphia, Pa.

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Free 25 var. postally used Germany to approval applicants only. Two cent stamp and reference requested. Royal James, Uhrichsville, Ohio. (7)

Wholesale—Special offers sent for stamp. J. Paul Jones, 40 E. Madison Ave., Youngstown, Ohio. (7)

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Will trade large lot precancels including lot 13, 14, 17c and other desirable values also some old ones for Air Mail Covers. George W. Linn, 20 E. Chestnut St., Columbus, Ohio. (tf)

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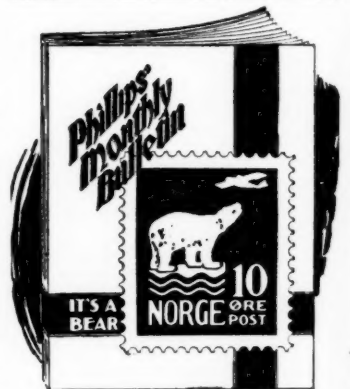
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PUBLISHED EVERY WEEK FOR STAMP COLLECTORS

2 Cents Per Copy
on News Stands

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Published Every Monday by Linprint at Columbus, Ohio

Hawaiian Flight

Slip of Fate Keeps Covers Carried on First Air Flight to Hawaii From Reaching Goal

ONE of Harry Lauder's countrymen said something about "the best laid plans of mice and men" often going wrong and it is due to this fact that a carefully planned coup, in the nature of an Air Mail from the United States to Hawaii went wrong and as a result there are a bunch of fine covers that have never fulfilled their mission, yet are without doubt of great historical interest in the Air Mail annals of the world. Covers that started to Hawaii, but due to a trick of fate, landed in the Pacific Ocean and had to be brought back to San Francisco, their original port of embarkation.

Much of the information regarding this famous flight is taken from an article entitled "Heroes of the Service" written by Colonel Theodore Roosevelt. No attempt has been made to go deeply into the life story of the hero of this occasion and only the high spots are mentioned.

Mr. W. J. Stanton, a collector of San Diego, California supplies the information regarding the covers that were carried on one of the planes of this first Flight, United States to Hawaii.

Air Mail collectors are all familiar with the remarkable flight of Commander John Rodgers from San Francisco to Hawaii in 1925. Commander Rodgers comes from a long line of American Military and Naval Heroes. Ever since the establishment of our army, near the end of the eighteenth century, there has been some of the Rodgers family in the United States Navy. There have been many officers of distinction, including as many as seven rear admirals. Some who did not join the navy became famous in our army. Sev-

eral of them lost their lives in the service of our country.

A son was born to Admiral John Augustus Rodgers in 1881. He was christened John. At an early age he began preparations for entering the United States Naval Service and in 1897 was appointed to the naval academy at Annapolis. He saw some service on the U. S. S. Columbia during the Spanish American War but was not in action. After the war he returned to the academy and "flunked" in English. He was not a good student. He finally got another appointment and went back with the determination to pass and did so. While at the academy he was very proficient in sports, playing in the backfield of the football team. In 1903 he was commissioned ensign in the navy and became a full fledged officer. His service for the next 20 years took him all over the world. During the world war he was in command of a Division of the submarine forces of the Atlantic fleet but saw no action. Following the war he was assigned to duty clearing the mines from the North sea. For his work in this capacity he was awarded the Naval Distinguished Service Medal.

Commander Rodgers was the first naval officer detailed for study under the Wright Brothers, Orville and Wilbur. When he had finished his period of instruction he went to Annapolis again and was made senior officer of the first naval air station. He assisted his cousin C. P. Rodgers in making the first flight across the Continent. In 1912 he established a naval air station at San Diego, California, which is now the most important on the Pacific Coast. For the next ten years his duties took him into other fields than the air but again in 1922 he was placed

in charge of the naval air station in Hawaii.

While on this duty he conceived the idea of flying from the United States to Hawaii, he discussed the idea with his superiors and in 1925 it was agreed to make the trial and Rodgers was placed in command. The original plans called for three planes to leave America for Hawaii, as we well know, but two left, while only Rodgers plane arrived there. Construction was started on three planes, the PN9-1, the PN9-3 and the PN-1. Construction was slow on the PN-1 and when the time for the flight arrived it was not ready. This left only the two PN-9's, big ten ton flying machines with a wing spread of 72 feet 10 inches. Rodgers took command of the PN9-1, the PN9-3 was left for Lieutenant Snody. The crews for these planes were selected and trained for two months prior to the time set for the flight, every precaution was taken to see that they made the flight in safety. Naval vessels were stationed every 200 miles apart from San Francisco to Hawaii, a line of vessels were stationed perpendicular to the course of the flight near the Hawaiian Islands to see that the aviators did not fly past and miss the islands.

The training was carried on at the naval air station at San Diego. Late in August, 1925, the expedition left for San Francisco where they were to "hop off".

Some time prior to this date, an enthusiastic stamp collector who has many historical covers conceived the idea of sending some letters by these naval planes to Hawaii. About sixty envelopes were prepared. Half of these covers were addressed to "Major Joseph A. Steinmetz,—Care The Honour-

(Continued on Page 55)

Linn's Weekly Stamp News

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GEORGE W. LINN
Editor and Business Manager

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1 inch	.75	1/2 page	9.00
1/2 column	3.25	2 columns	12.00
1 page			\$17.50

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One cent per word, minimum 20 words.

FORMS CLOSE

Advertising copy must be in our hands by 9 a. m. on the Monday preceding date of publication.



Editorials

THE SHY
SEX

Among other things that the editor had in mind when he started this paper was to give the ladies who collect stamps a square deal. He has always been of the opinion that collecting stamps would be or should be something that should appeal to the ladies. It seems that the wonderful field for study, social-get-together affairs and opportunities for writing papers on various topics that would be of interest for ladies club meetings would attract the ladies to stamp collecting but the number who are actually interested seems to be but small and these few seem to be of a very shy and retiring disposition. It was with the idea of letting the ladies into the columns of our paper that we succeeded in persuading a very enterprising and able young lady to attempt to write up a story of several different ladies who are known to be stamp collectors. The names and addresses of these ladies who have been more or less active in stamps were supplied to our correspondent and she spent considerable time in explaining what was proposed. It was our intention to have a short and brief, but interesting story about one of our lady subscribers and at the same time to print a halftone picture of her in the paper. It seems, however, that the ladies we picked on are all so shy that the plan must be given up and to those collectors who have had the pleasure of meeting some

of the various women who have attended our stamp conventions must remain the pleasure of knowing them. We did believe that if enough of the ladies would participate in our plan that eventually much of interest could develop between them in the way of correspondence and exchange and that it might some day be possible to even establish an A. P. S. Chapter solely for the ladies.

The best part of this editorial, however, is written by a lady, by the very one who we had selected to interview, by correspondence, the other ladies whom we hoped to feature in these proposed articles. Without her knowledge or consent we are quoting from her last letter which tells us that the plan can not be worked. If any blame attaches to the publication of this correspondence it is ours. It is so good, however, that we feel that it should be published and therefore take the liberty.

After speaking of other matters in a letter dated November 30, our correspondent says as regards writing up the ladies, "But alas, the Ladies' Column has anything but a bright outlook. I think I might as well quit now as later and give it up as a bad job. I have received more replies and got several good laughs out of them. One A. P. S. girl said she only had 7,000 stamps and there was nothing of any interest in her collection, but I could write it up if I wanted to, providing that I did not use her name in the interview. Whew! I don't know how anyone could write anything about her collection, particularly when you couldn't use her name in connection with the interview. Another lady said her husband objected quite strenuously to her collecting and there would just be war if he found an interview in any paper regarding her collection. Consequently she wouldn't want to go against his wishes and would have to decline. Heaven forbid, and far be it from me to start a family row on account of an interview. Several others replied and their answers, also were amusing. I have decided that it would be a hard matter to get enough ladies to co-operate to keep up the column and it had better not be started. I am very sorry, but I guess there is nothing that can be done at present, so we had better let the ladies keep their collections to themselves.

Free The Reimers Stamp Bulletin. Semi Philatelic Journal full of new stamp offerings in Singles, Sets, Packets—by countries. A real check list. Will feature Nicaragua, with an original article by John Straub, in first issue—January. Ask to be put on the list.

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Kiauchau 1905 issue \$33 No. 20, 21, 22, 23

Marianna 1900 issue No. 26, 27, 28, 29
Marshall 1900 issue No. 22, 23, 24, 25
Morocco 1900 issue No. 16, 17, 18, 19
Morocco 1905 issue No. 29, 30, 31, 32
New Guinea 1900 issue No. 16, 17, 18, 19

Samoa 1900 issue No. 66, 67, 68, 69
S. W. Africa, 1900 issue No. 22, 23, 24, 25

Togo 1900 issue No. 16, 17, 18, 19
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Papa, 4d No. 45	1.50	.55
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My price lists will interest you.

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International Aeronautical Exposition—Chicago

Last week we described the cachet that was used at the special Exposition Post Office at the International Aeronautical Exposition in Chicago. At that time we had received covers for the December 1 and 2, dates with cachets applied. As we go to press we are able to complete the entire list of nine days and give the colors of the various cachets for each day. The cachet was described in last week's paper.

- December 1, violet
- December 2, orange
- December 3, magenta
- December 4, bluish black
- December 5, blue
- December 6, brown
- December 7, green
- December 8, deep red
- December 9, deep orange

New Canadian Flights

At this writing two of the new Canada Air Mail Routes have been opened. Covers cancelled December 10, from Calgary, Alberta, Canada, to Winnipeg, also covers of same date from Regina, Saskatchewan to Winnipeg arrived at the office of the News on December 12. The covers are not backstamped but bear the Winnipeg cancellation or receiving stamp on the face of the covers which we think a fine idea as this gives the whole story on the front of the cover.

The Calgary cachet is a double line rectangular frame with maple leaves at the four corners. Between the lines on all sides is an inscription, at top, "CANADA AIR MAIL", at bottom, "CALGARY TO WINNIPEG", at left, "DECEMBER", at right "1929". The central part of the cachet is a western wheat field with mountains in the background, the sun setting behind the mountains and an airplane overhead. Two farmers are in the field shocking wheat.

The Regina cachet is a rectangular frame with round corners, the central picture shows a Buffalo or Bison on the western plains with snow capped mountains in the background; an airplane is flying overhead and at right of the plane are the words "CANADA AIR MAIL" in two lines. Below the picture, inside the frame, "REGINA TO WINNIPEG, DEC. 1928". Both cachets are stamped in violet.

Douglas, Arizona—February 16, 1929

Douglas, Arizona, will dedicate its International Air Port on February 16, and in a letter which has been sent to one of our correspondents, Miss Anna M. Schafer of Akron, Ohio, we learn that the Douglas Airport adjoins the Mexican Airport at Agua Prieta, Sonora, Mexico. (That name makes the editor think of Green Seals and other things). The celebration at Douglas is planned to be an International one and one of the biggest celebrations ever held in Douglas. Mr. George B. Doubleday, who supplies the advice above, states that a special cachet will be secured from the postoffice department and asks that the information of this new airport dedication be broadcast to all stamp collectors. He states, "We will be glad to mail a half million covers on our dedication day." All collectors are invited to send covers prepared for mailing and same will be postmarked and cacheted on dedication day and mailed. Address your covers care of Mr. George B. Doubleday, c/o Chamber of Commerce and Mines, Douglas, Arizona.

Atlanta-Miami Cachet

December first brought the promised flight over C. A. M. route 25 from Atlanta, Georgia, via Jacksonville, Florida, to Miami, Florida. Mr. A. E. Gorham of Washington, D. C., sends us a cover from Jacksonville, with the news that it is from his home town. The cachet is quite an elaborately designed affair. It is stamped in magenta ink and is described as follows: At top a ribbon with drooping ends bears the words, "FIRST FLIGHT" in capital letters, this rests on a double lined circle about the size of 25 cent piece. Within the circle in a curved line at top are the words "AIR MAIL" in capitals, below this is a small ornament, below which are the initials "C. A. M." with the figure "25" below. Across the center of the circle "JACKSONVILLE—Fla.", in two lines of capitals. Then another inverted ornament corresponding to the one at top and the date "DEC. 1, 1928" curved within the circle at bottom. The circle rests on a spread eagle whose talons clutch a double lined panel at bottom which bears the words "ATLANTA—MIAMI." It is quite an interesting cover.

New C. A. M. 8 Cachet

Announcement was made some time ago that beginning December 1, the route Seattle to Los Angeles, C. A. M. 8, would commence daily service. This simply meant that

CAM 9 ADDITION

Dec. 15th, there were four new towns added to a spur route out of Milwaukee on the Chicago-Twin Cities route. I can let you have complete coverage, 20 covers from this route for \$3, or one cover from each city, total 5 for ONE DOLLAR. All covers addressed point to point, properly backstamped and cacheted. I do not have the "Postmaster" type.

WARD R. CHAPIN

2684 Concord Ave., Detroit, Mich.

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 *1921, 253-4. Cat. \$2.50 1.25
 *1928, 255-57. Cat. 50c .25
 *1921, 363-66. Cat. 80c .28
 *1921, 367-70. Cat. \$5.00 1.60
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 125-7—1927 Cotton Congress .50
 141-143—Statistical .30
 225—1926, Special Delivery .17
 251—1926, Air Post 27m .25

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UNITY STAMP CO.

Hudson City Station
 Jersey City, New Jersey

the service would be continued as it is with the addition of a Monday Plane. Prior to this time there had been no Monday service. There was a bit of a joke in this announcement, in that the first Monday on which service would commence was not on the date as announced but on the Third of December, the first being on Saturday. Thus the date of the covers starting this new Monday Service, is Dec. 3. It was announced from various sources that both Seattle and Los Angeles would issue special cachets, but we are surprised, and agreeably too, to receive from Mr. Jake Siskel of Portland, Oregon, a cover from this flight from Portland, bearing a cachet showing an outline of Mt. Hood, in the lower part of the outline are the words "MT. HOOD", below this is inscribed

FIRST FLIGHT AIR MAIL
SERVICE
C. A. M. 8

PORTLAND, OREGON
MONDAY,
DECEMBER 3, 1928

The cachet is in green.

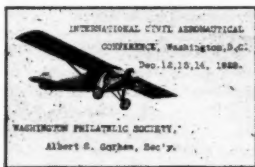
Graf Zeppelin Labels

One of our readers, Mr. Ludwig Schlitz, Delano, Calif., asks us to make inquiry regarding the labels that came on the letters and post cards on the trip of the Graf Zeppelin from Germany to America. There was a small label pasted on all mail, which bore the inscription in two lines "MIT LUFTPOST—PAR AVION". Mr. Schlitz states that he received eleven letters and one post card. Ten of his labels were blue and the other was yellow. Mr. Schlitz does not state if the yellow label was on the post card and we are led to wonder if that is the cause for the difference in color. Can anyone advise our readers?

Mr. Gorham Was Swamped

When we announced the Wright Brothers Commemoratives with the special service on these stamps from Washington, that was offered our readers through the kindness of Mr. A. E. Gorham, we did not expect that we would load Mr. Gorham with a heap of work but such seems to be the case. He tells us that he has been swamped with letters from our readers and best of all that he is going to take care of every one of them on the new Wright Brothers stamps. We are glad to have been the means of assisting so many to get in on the first day issue of these stamps. We do not feel that we should take credit for this service, however, for it has been entirely due to the kindness of Mr. Gorham that so many of our readers have been able

to benefit by the announcement which we made.



Through the kindness of Mr. Gorham, we are able to illustrate the special picture that he has applied to the first day covers for the Wright Brothers Stamps that he mails out from Washington.

Cleveland Chatter

Referring back to May, 1928, and the Great Midwestern Philatelic Exhibition, it is very likely not generally known that one of the hardest workers was Attorney F. W. Green. His duties were manifold, and though they may have been done silently, there is absolutely no doubt that the great success of the Exhibition was largely due to the efforts of Mr. Green. All Hail to the old Roman.

Bill Whittaker reports that he met John F. Rust lately, and secured a half promise to exhibit soon at the Garfield-Perry. But even a half promise from John is equal to a gold bond, so chances are we will soon have the pleasure of viewing some wonderful stuff. And incidentally have the pleasure of welcoming John back into the fold. His prowess as an exhibitor and good story teller is excelled by none.

Maybe the above mentioned Exhibition will serve to attract several members who used to be quite regular. You often hear "What has become of Prof. Hitchcock, M. H. Lewis, Bill Schneider, Bill Langdon, E. J. Roth, S. H. Scharnschmidt, and a few others."

What became of the contemplated Annual Get-To-Gether planned by Roscoe Martin of Forestville, N. Y., and Mr. Pratt of Tennessee? The first one was such a wonderful affair, that the next has been eagerly looked forward to.

And about time for the Cleveland Boys to be thinking of sending a few delegates to visit the Buffalo Stamp Club. Those boys are good hosts, as some of us know.

U. S. Fifty Percent Off Catalog

If not too particular about condition, I offer any of following at half Scott, providing you buy at least \$25 net at one time; will send on approval against reference.

Scott numbers, 28, 29, 34, 36, 45, 46, 52, 53, 67, 67a, 67b, 70, 72, 95, 99, 101, 118, 120, 122.

Send list of those you need to fill out your collection. I will give you best copies possible for half catalog. Later issues in stock but cannot fill lists at half catalog. Address,

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New York

New York

Hawaiian Flight

(Continued from Page 51)

able Postmaster,—HONOLULU,—Hawaiian Islands." The remainder were addressed to "W. J. Stanton—Care Naval Air Station—Pearl Harbor, Hawaiian Islands." The envelopes were all marked with a special cachet as follows:

UNITED STATES
FIRST FLIGHT
HAWAIIAN ISLANDS

THIS LETTER GIVEN SERVICE ON
FIRST TRIP NAVAL PLANES FROM
SAN FRANCISCO, CALIFORNIA
TO
HONOLULU, HAWAII
AUGUST, 1925

The three upper lines in plain wide gothic letters about 4mm. high, while the lower group is in a slightly condensed gothic type about 3mm. high. The two groups of wording are from separate stampings. On some covers the entire cachet wording is in violet while on others the first three lines are in magenta and the remaining lines in violet. Whether there are other variations of color I can not state. On some covers the wording is placed at the top and bottom edges of the left hand side of the envelope while on others, the wording is placed entirely across the top of the envelope.

The covers which I have seen are with the current 2c stamp and are all cancelled with the cancellation mark of the Naval Air Station at San Diego. The cancellation reading "San Diego, Calif.—U. S. Nav. Air Sta.—Aug22—5 AM" The year date "1925" being outside the circle enclosing the above wording and at the lower right, to the right of this is the elliptical barred device with the figure "2" in the center, this covers the stamp.

Mr. Stanton who prepared these covers states that "the date is the one on which the two Navy planes left North Island in San Diego Harbor for San Francisco." Colonel Roosevelt states that the planes left San Diego on the 26th August.

Mr. Stanton says, as regards to these covers, "I knew some of the personnel on board the planes, and through their friendship was able to get these letters aboard. The entire lot was made up in one packet, which was to be separated into two packets, one for each of the two planes leaving San Francisco for the Islands. Through an oversight, this was not done, and the entire packet was carried by the plane which developed engine

trouble shortly after leaving San Francisco and returned to that port."

Thus a lot of covers which were not official yet which bear the naval station postmark and all other marks which would have established their genuineness, were through a trick of fate, kept from becoming historical souvenirs of one of the worlds record air feats. However, the covers are of much interest to air mail collectors and merit a place in the records of these historic souvenirs of Aerial Mail.

It was on August 31, about 3 o'clock in the afternoon, that the planes started from San Francisco. The plane piloted by Lieutenant Snody was the first to take the air. Rodgers' plane would not rise from the water at the first attempt and after shifting his crew about he succeeded in rising. About dusk, the plane under command of Lieutenant Snody, the plane which carried all these historic letters, developed engine trouble and was forced to light on the rough waves. The Rodgers plane forged on ahead by itself and succeeded in reaching its goal after running out of gas, landing in the ocean and drifting for many days. The entire crew almost died from hunger and thirst but were finally picked up by the U. S. Submarine R-4. The crew of the plane refused to be taken aboard the submarine, they insisted in making port in their own plane or not at all. A line was thrown them and they were towed ashore, a starved and famished crew of heroes who had accomplished what they set out to do.

Just a year after Rodgers famous flight to Hawaii something went wrong with the plane that Rodgers was piloting and he and his mechanic Schultz plunged into the Delaware river near Philadelphia. Rodgers was horribly crushed but the first words he spoke when pulled from under the wreck were, "How is Schultz?" A few hours later John Rodgers died.

News From Porto Rico

Mr. George S. Chapman of San Juan, Porto Rico, writes under date of "Thanksgiving", 1928. He refers to an editorial in the November 12, number of this paper in which we inquired as to just how a certain letter from Mr. Chapman, bearing an air mail stamp, had been carried from Porto Rico to Columbus.

Mr. Chapman says "at present there is no air mail service between Porto Rico and other lands but there used to be and will be again December 15 or January 1, when the new contract between



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CANADA

Number 21, special at 52 cents.

We have a few mint plate numbers with the imprint of U. S. No. 286

LAKE STAMP COMPANY

Toledo, Ohio

BRITISH GUIANA

73, 8; 107, 4; 108, 4; 111, 10; 112, 18; 129, 10; 130, 5; 131, 2; 134, 15; 140, 2; 141, 4; *143, 10; *144, 10; *145, 10; *153, 17; *153 a block of 4 with one CENTS, \$4.50; *153, block 4 with one no period \$4.50; *154, 12; 160, 2; 192, 2; 402, 4.

Send for priced list of special offerings

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Scott's No.	Mint Used
89-95 King Edward com.	.85
96 Block of 4	.18
104-110 Obsolete K. G.	.75
114-119 Coils-Pairs pro rata	.45
120 1917 Confed.	.05
121-126 K. G., some obsolete	.35
127 K. G. \$1.00	.10
131-134 Coils-pairs pro rata	.30
135-138 Soon to be obsolete	.95
141-145 Confederation	.45
146-148 Historical	.55
New Issue 5c Airmail, 1c, 2c, K. G.	
New Issues 2c K. G. only	.03
New Issue Postage dues 4c, 10c	.18
226-228 Postage dues	.15
226-228 Postage dues-thin	.20
253 Registration	.04
260 Spec. Del., obsolete	.15
262 Spec. Del., Confed.	.27
304-5 "War Tax"	.07
122 and 125-2c, 5c, thin paper	.15
Packet No. 1, 25 diff., Canada	.10
Packet No. 2, 50 diff., Canada	.50

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A. P. S. 9759

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Kitty Hawk

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- No. 1—Block of 4 5c.
- No. 2—Block of 4 2c.
- No. 3—2c and 5c.
- No. 4—2c.
- No. 5—5c.

Our price for the lot, 80c

THE STAMP NEWS

4 Parkway, E. Orange, N. J.

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ROTNEM STAMP CO.

545 McKnight Bldg., Minneapolis, Minn.

Miami and San Juan and way ports becomes operative, if all goes well. Officials of the company were here the first of the week, but got away again before I could locate them, too busy to be in one place long trying to get landing fields in order, etc.

I mailed your letter on board the S. S. San Lorenzo and had it sent via air mail from New York. This letter is being mailed on board the S. S. Coamo, sister ship and the two constitute the R. M. S. between San Juan and New York sailing on alternate Thursdays from each place, due at the other the following Mondays. There is a R. P. O. (royal Post Office) in Porto Rico but guess postmarks from it are very scare as I have not seen any. Supplemental mail cancellations from San Juan should be common each Thursday as considerable mail is posted on the pier as well as in the bag at the last minute."

The cover bearing the above letter from Mr. Chapman is cancelled "Sea Post No. 1—Nov. 29—12-M—1928, in a circle, a flag at right bears the letters "S. S. COAMO."

Washington Philatelic Society Annual Meeting

The following letter sent members of the Washington Philatelic Society tells its story in such a thorough and interesting way that we reprint it as is. No doubt visiting collectors could chip in on the \$2 rate if in Washington at the appointed time.

Dear Fellow Member:

ANNUAL BANQUET OF WASHINGTON PHILATELIC SOCIETY, not only a traditional affair but a very live event, will be held WEDNESDAY, December 19, 1928, 7 p. m., in the LEE HOUSE, corner of 15th and L Streets, Northwest, \$2 per.

Banquet will be preceded by reception, 6:30 p. m., at which time WE may have the pleasure of welcoming the Second and Third Assistant Post Master Generals and possibly a Senator and Representative thrown in for good measure.

ANNUAL MEETING, and ELECTION OF OFFICERS, at headquarters, 1022 Vermont Avenue, Northwest, Wednesday, December 26, 1928, 8 p. m. Should this be too close to Christmas and a change deemed expedient, due and timely notice of change will be given.

It is not beneath the dignity of Chairman Duhamel to accept \$2 for each banquet COVER, \$2.

Treasurer Warren, however, prefers larger amounts and would be glad to be annoyed by receiving \$5. for annual dues, when due, \$5.

HELLO EVERYBODY Stamp Exchange Offers

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No. 56, Cat. \$1.00	.50
No. 55, Cat. 1.25	.60
No. 58, Cat. 2.00	1.00
The 3 for \$2.00	

MOROCCO AIR POST MINT 1922
Cat. \$0.75 .35

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The Six above 25c	
25 Congo, Cat. \$1.50	.50

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59 Ivory Coast 1922 5c ch. & brn.	1
61 Ivory Coast 1922 25c blk. & vio.	1
70 Ivory Coast 25-26 30c blue & red	2
71 Ivory Coast 25-26 50c gr. & blue	5
81 Ivory Coast 1927 30c green	2

-GEO. T. SIMPSON

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